

THE FASHIONS.

From the New York Tribune we take the following hints in regard to the latest fashions:—

There is very little to chronicle in the way of fashion gossip, save that costumes are an extravagance in dress and ideas. "Gaily they habit as by every brain. Our republican court can find no laces too rare, no silks too costly, no jewels too magnificent, no art too eccentric for the gratification of a luxurious taste. The most exquisite ball costumes are clouds of tulle or tarlatan, airy, light as snow-drifts or fleecy summer clouds. In one costume the overskirt or snowy tarlatan, extremely bouffant, was looped with such milieus as Ulysine might have worn, with trembling sprays of glittering silvery leaves. Amid the varied colored and meretricious tastes displayed in a ball-room, there is nothing more refreshing for the eye to rest upon than the harmonious admixture of white and silver. Apart from this simplicity in beauty, superb silks of the heaviest brocade are rescued from long oblivion. These are not the old-fashioned brocade, but of the Pompadour style—for example, the riches gros grain silk, black, embroidered in brilliant colors, half hidden amid a mass of golden eyes, black hidden amid a mass of golden eyes; regal fleurs de lis, or bunches of violets, purple and white; dainty rose-buds, carelessly knotted together with meek-eyed daisies. These magnificent silks are also embroidered in patterns, on the revers, the front breadth overskirt, or flounces according to taste and style. A lovely lavender gros grain pattern dress was lightly traced with white brocade of a peculiar silver shimmer, as if moonlight had been imprisoned in the graceful design of the floating foliage; another was of slate-color ground, embroidered exquisitely in wreaths of myrtle and tiny clusters of gay flowers. The brilliancy of these hues can only be compared to the delicate creations of an artist's brush. These rich silks and velvet costumes are intended only for matrons in the meridian of life, and stately dowagers learning the difficult art of growing old gracefully.

For younger ladies arrangements making their debut in society, tarlatan has been the most popular and fashionable style this season. The material itself, so to speak, is cheap enough for the most economical, but the elegance of the dress depends upon its voluminous drapery, quantity and quality of trimming. This winter, tarlatans, like all other materials, have been extensively trimmed with velvet; with the velvet, clusters of small flowers, such as daisies, violets, buds, and autumn leaves. For those who prefer lighter and cooler arrangements, and trimmings, satin is used. The over-skirt, either in tarlatan or tulle, is very long, and made very bouffant, or the skirt worn over silk is covered with elaborate puffings; if flounces are preferred trimmed with satin, it is necessary for perfect harmony that the flowers should exactly correspond in color with the satin.

Silks and velvet of neutral tints have never been more fashionable for full dress receptions and balls, the quiet tone relieved and brought out by exquisite laces. In the revival of this most beautiful of all toilette adjuncts a future exists only to be appreciated by woman; there is a freemasonry on the topic of laces, and that "one touch of nature" makes the whole world of womanhood akin. The rarest articles in the assortment of lace novelties are in point Alencon and flounces of Chantilly; it is light as gossamer, its traceries are like fairy thoughts wrought into shapes by air sprites. The robe of Alencon is of that rare, rich, creamy tint; in every inch gold is woven and the meshes thereof are silver. At one of the up-town palaces a piece of Alencon is exhibited about eight yards long, perhaps an eighth of a yard wide, which will probably unfold some "armful of heaven" in the shape of an American bride, at the cost of \$3000! The Titania-like fabric was dotted with the Imperial blue and bordered with royal lilies. There are cobweb mouchoirs, berthes, flounces, fans, and shawls in sets ranging from \$1000 to \$1600.

For dark and black silks, lace is decidedly the most fashionable trimming, invariably headed by rich jet gimp. Chantilly lace is the most expensive, therefore considered most desirable, but guipure and duchesse lace for trimming are very much sought after and extensively used. Very elegant Chantilly lace flounces, costing from \$100 to \$150 per yard, formed the trimming for a heavy Antwerp silk headed by gimp thickly studded with jets. The corsage, cut low and square, was trimmed with a full ruffle of narrower lace passing down the front quite around the points of the waist; wide duchesse sleeves trimmed to correspond.

The lace-veer is contagious as it is expensive, yet proves a revival of refinement in taste. It is no misnomer to connect poetry with rare old point lace, such as becomes heir-looms in old families, oftentimes the sole fortune of the child descending from an impoverished house—who grows pale and fragile as the cobweb-threads in her delicate fingers, and it may be, blind over the fabrication. Such is the rage for lace, that grave and reverend grandmothers disdain caps and wear only point-lace crown-pieces the size of a tea plate, or in oval shapes, perhaps with a Marie Antoinette point. Old ladies in the provinces ordering their caps from town are deoiled at the frivolity of earth, upon being told they must take to a chignon and crimps or go capless.

The eccentricities of fashion are marvelous. Nature is rapidly reconstructing itself. There is a rumor that false insteps and false eyelashes are being late inventions. One of our most famous eye-magnifiers produced an exquisite life-like enamel for the complexion which is extensively patronized, and, in addition, a charming blue tint for the shading of the outer corner of the eye-lid; another still darker for the tracing of the veins of the temples and brow; added to this, a fine dark line drawn beneath the under eye-lashes completes the ensemble. Frizzed hair, hanging low over the forehead, is no longer worn by the autocrats of fashion. The present simple style is alike graceful and elegant, moreover becoming to all; drawn loosely back from the brow in Pompadour style, suits all excepting the extremely high or projecting forehead. The front hair can be crimped but no longer tightly frizzed. The chateaine braids have wholly taken the place of the chignon, and it must be confessed are picturesque and graceful, with the addition of a few feathery curls floating between the braids, a great deal of latitude is permitted in the arrangement of the chateaine style, as the contour of every face and throat differs, which important fact should not be forgotten in any arrangement of the coiffure.

Velvet encircling the neck is now quite obsolete. In its place we find the gold necklace with its lockets, crosses, or enameled pendants. The necklace is broad and massive, according to the wealth of the wearer, of the dead yellow gold; some of these are models of beauty in artistic designs. It is and Etrescan gold is very fashionable. Also,

lockets merely for ornament, without opening, and made of the gold, set in bags of turquoise, with a full set of jewelry to match, and nothing can be found more becoming to a blonde beauty. Jet sets are very much worn, very beautifully and elaborately carved; they form an elegant and appropriate accompaniment to the black cashmere and silk costumes so much affected.

THE NUMBER FOURTEEN.—The number fourteen has been discovered to be of great historical import. The first King of France named Henry was consecrated on the 14th of May, 1029, on the 14th of May, 1588, the Parisians rose against Henry III., and the last Henry was assassinated upon the 14th of May, 1610. Henri de Bourbon was the fourteenth king who bore the titles of France and Navarre, and in his name we find just fourteen letters. Henry IV was born in December, 1553—the figures of which date added together make fourteen—exactly fourteen centuries, fourteen decades and fourteen years after the birth of Christ. His first wife, Margaret of Valois, was born on the 14th of May, 1552; the battle of Ivry was fought and won on the 14th of March, 1690; on the 14th of May, in the same year, the white-plumed hero was beaten in the faubourgs of Paris; and on the 14th of November, the sixteen swore to die rather than obey his rule. On the same day, six years later, was registered the Papal bull empowering the legate of Rome to nominate an occupant of the French throne to Henry IV's grandson; on the 14th of December, 1690, he was reconciled to the Duke of Savoy; and on the 14th of May, 1610, he was stabbed by Ravaille in the Rue de Ferronnerie; the assassin's opportunity being supplied him by the stoppage of the royal carriage, owing to the narrowness of the street, which, fifty-six years before, Henry II had ordered to be widened, his unfulfilled order bearing date the 14th of May. It will be noticed that one date, that of the 14th of May, plays a prominent part in this catalogue of coincidences; and upon the same date in 1643, Louis XIII died—the figures 1, 6, 4, 3, when added, again producing the magical number of fourteen. Louis XIV ascended the throne in 1643; died in 1715, equal to fourteen again; and lived to the age of 77—seven and seven making fourteen. Louis XV died in 1774, a date supplying the same of its central figures. Louis XVI had reigned just fourteen years when he summoned the States-General, destined to bring about the Revolution; on the 14th of July, 1789, the Bastille was destroyed; and in 1814 the Bonapartes were restored—year bearing the all important number, not only in its figures, but likewise in their sum. On the 14th of July, 1815, Napoleon informed Captain Maitland that he threw himself upon England's protection; on the 14th of July, 1870, diplomatic relations were broken off between France and Prussia; and lastly, on the 14th of August Marshal Bazaine's army retreated over the Moselle before the advancing legions of Germany.—Chambers' Journal.

QUEER STORY OF A MISER.—A correspondent, writing from Knoxville, Ill., describes the peculiar case of a miser, in that town, who was reputed to be worth \$200,000. He had a nephew, a very worthy young man, who was going out West to seek his fortune. A few days before he was ready to leave, he went to his old uncle to sell him some notes of hand which he held. The old miser would not touch them, but said, "You have always been a good boy, but only a little too extravagant; I will make you a little present before you leave." He drew a check on the bank for \$5, as he supposed, but, owing to his bad eyesight and worn spectacles, it proved to be \$500. This unaccountable error of balance soon became noised about town, and, of course, soon came to the ears of the miser. He rushed to the bank, and, under much excitement, asked one of the bank officials what the amount of the check he had given his nephew was, "\$500," said the clerk. "What?" said the miser, "\$500," said the clerk, producing the check. After reading, and trembling in every muscle, he gave one long-drawn sigh, and exclaimed, "My God! I am a ruined man," then sank down and died.

A YOUNG SMOKER.—A remarkable instance of an early acquaintance with the virtues of tobacco was lately brought under the notice of the London Pathological Society by Dr. Dickinson, in a boy three years of age, an in-patient of the Children's Hospital in Great Ormond street. The boy was admitted with marked symptoms of that form of paralysis known as locomotor ataxia, which is extremely rare at an early age, and the peculiarity of his antecedents was that he was an habitual smoker. It appears that he early evinced a remarkable objection to female society, and preferred marching about with his father, who was a gunkeeper, and sharing his comforts, including a short pipe, and a strong tobacco. When admitted into the hospital, an inquiry into the history of the case elicited the fact of his being a smoker; and on testing his predilection in this respect when in the hospital, he exhibited a proficiency in the art which could have only been acquired by some practice; and he preferred smoking that particular vegetable product which is known to be initiated by the name of "shag."

AN ENTERPRISING WOMAN.—A Virginia paper says:—"The man who gets one of our best-looking young girls for a wife) lives a splendid business for himself. No portion of the country that we have ever seen or heard of can furnish more enterprising women than ours. A widow in Clark county, Virginia, had the good fortune to get one of our Rockingham girls, who, from her poultry alone, the past season, made almost enough to support a small family. This lady raised from five turkey hens seventy-five turkeys. In addition to these, she raised between three hundred and four hundred chickens. She sent forty-nine of her turkeys to Washington the week before Christmas, and obtained for them 20 cents per pound, the lot bringing \$91-10. She has sold \$111-10 worth of poultry this fall and winter. In one month she gathered and sold 52 dozen of eggs. This lady is a young house-keeper, too, and has the care of a growing family upon her hands."

—Those interested in anagrams will find delight in the following:—
No more stars,
Next leg,
Time in pet,
Impatient,
Masquerade,
Queer as a cat,
Matrimony,
Into my arm,
Made moral,
Melodrama,
Midshipman,
I hire parsons,
Partial men,
Nay, I repent,
Prebentary,
Radical Reform,
Revolution,
Terrorist power,
There is no,
Great help.

A FEMALE MISER.
A woman young in years but old in her habits, was engaged to-day in investigating the circumstances attending the death of Henry Hurley, who died yesterday of absolute starvation and cold in the tenement-house No. 52 Mulberry street. She was a great miser, and although she had plenty of money, denied herself the necessities of life. Her dead body was found on a pile of rags in a room on the top floor of the house. It presented a fearfully emaciated appearance, and the only clothing the old creature had was a thin and tattered calico dress. The apartment in which she lived is six feet by ten in size. An old stove in one corner, supplied with bits of wood picked up in the streets, furnished the only warmth for the room. The coroner, upon reaching the scene of the accident, found \$79 in bills and stamps of various denominations, and bank books showing that she had \$2000 deposited to her credit in the Bowery and Chambers Street Savings Banks. How the deformed and sickly creature, who was nearly seventy years of age, could have accumulated so much remains a mystery. It is now in the hands of Mr. Morgan, and will be handed over for the benefit of relatives to the Public Administrator. It was rumored that she had a son in Ireland who will doubtless rejoice over his good fortune, though coupled with the announcement of the death of his mother. The deceased eked out a wretched existence by begging and the cleaning of ash barrels on the streets. She was known to the residents of the vicinity as "Molly," and her hunch-backed form and sorry plight were a constant source of amusement to the gamins, who delighted in teasing her. Her history and character would furnish a theme for the novelist, and illustrate some of the strangest phases of human nature.—N. Y. Commercial Advertiser of Tuesday.

GETTING A HUSBAND.
The Strategy of an Old Maid.
Mr. James O. Brill, a man who has reached the age of twenty-two years, and has been a married man three years. But he is not happy. The woman he married when he was only nineteen years old was old enough to be his mother, and wicked enough, if his statements are correct, to be the maternal ancestor of the Evil One himself. Her name was Ella Rowley, and she lived in Syracuse, New York. The shocking manner in which she deceived and ruined the innocent and unsuspecting young man is pointed out in the bill of divorce which he filed in the Circuit Court at Chicago last week.
Mr. Brill states that on August 1, 1858, he was married to Ella Rowley, in the city of Syracuse, New York, and that she was at that time only nineteen years of age, and inexperienced in the ways of the world, being a victim of the blandishments of the said Ella Rowley, a person of mature age, and that this cruel seduction was accomplished to enable her to compel him to marry her.
He states that he resisted manfully for many hours, and only yielded after prolonged duress, and to save himself from threatened public prosecution, if not personal violence; that upon his giving his consent a person authorized to perform the marriage ceremony was procured, and the wedding ceremonies were performed; but as quickly as he could he left the hated presence of his bride, and had never returned. He therefore asks the court to sever the bond that binds him to the mature female.

—A married lady residing in West Troy was presented on New Year's Day with \$100,000. She had been told by a man in that town, who was reputed to be worth \$200,000, that if she would marry him she would be worth \$100,000. She had a nephew, a very worthy young man, who was going out West to seek his fortune. A few days before he was ready to leave, he went to his old uncle to sell him some notes of hand which he held. The old miser would not touch them, but said, "You have always been a good boy, but only a little too extravagant; I will make you a little present before you leave." He drew a check on the bank for \$5, as he supposed, but, owing to his bad eyesight and worn spectacles, it proved to be \$500. This unaccountable error of balance soon became noised about town, and, of course, soon came to the ears of the miser. He rushed to the bank, and, under much excitement, asked one of the bank officials what the amount of the check he had given his nephew was, "\$500," said the clerk. "What?" said the miser, "\$500," said the clerk, producing the check. After reading, and trembling in every muscle, he gave one long-drawn sigh, and exclaimed, "My God! I am a ruined man," then sank down and died.

INSURANCE.
Fire, inland, and Marine Insurance.
INCORPORATED 1794.
CAPITAL \$500,000
ASSETS January 1, 1871. \$3,050,538
Receipts of Premiums, 70,000,000 \$2,096,154
Interests from Investments, 1870, 137,400 \$1,233,294
Losses paid in 1870, 1,136,741

STATEMENT OF THE ASSETS.
First Mortgages on Philadelphia City Property \$254,950
New York City Property 199,510
Pennsylvania State Loans 199,510
Philadelphia City Loans 200,000
New York City Loans 200,000
City Bonds 215,610
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans on Collateral Security 363,245
Philadelphia Bank and other Stocks 62,436
Cash in Bank 281,043
Loans on Collateral Security 81,454
Notes receivable and Marine Premiums uncollected 438,420
Accrued Interest and Premiums in course of transmission 53,901
Real estate, Office of the Company 30,000
\$3,050,538

CERTIFICATES OF INSURANCE ISSUED, PAYABLE IN LONDON AT THE COUNTING HOUSE OF MESSRS. BROWN, SHIPLEY & CO., LONDON.
ARTHUR G. COFFIN, PRESIDENT.
CHARLES PLATT, VICE-PRESIDENT.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.
DIRECTORS.
ARTHUR G. COFFIN, FRANCIS R. COPE,
LEWEL W. JONES, EDW. H. TROTTER,
JOHN A. BROWN, EDW. S. CLARK, JR.,
CHARLES TAYLOR, T. CHARLTON HENRY,
JAMES WELCH, ALFRED D. JESSUP,
WILLIAM WELSH, LOUIS C. MORRIS,
JOHN MASON, CHAS. W. CUSHMAN,
GEORGE L. HARRISON, CLEMENT A. GRISCOM,
WILLIAM BROCKIE. (1871)

INSURANCE.
DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1855.
Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES on Merchandise generally; on Stores, Dwellings, Houses, etc.
ASSETS OF THE COMPANY, November 1, 1870.
\$200,000 United States Six Per Cent Loan (lawful money) \$333,375 00
\$200,000 State of Pennsylvania Six Per Cent Loan 214,000 00
\$200,000 City of Philadelphia Six Per Cent Loan (except from Tax) 204,162 50
\$164,000 State of New Jersey Six Per Cent Loan 163,900 00
\$20,000 State of New York Six Per Cent Loan 20,700 00
\$25,000 Pennsylvania Railroad Second Mortgage Six Per Cent Bonds 25,250 00
\$25,000 Western Pennsylvania Railroad Mortgage Six Per Cent Bonds (Pennsylvania Railroad) 20,000 00
\$30,000 State of Tennessee Five Per Cent Loan 15,000 00
\$7,000 State of Ohio Five Per Cent Loan 4,300 00
\$12,500 Pennsylvania Railroad Company 20 Shares Stock 15,000 00
\$5,000 North Pennsylvania Railroad Company (100 Shares Stock) 4,300 00
\$10,000 Philadelphia and Southern Mail Steamship Company (50 Shares Stock) 4,000 00
\$261,600 Loans on Bond and Mortgage, first liens on City Properties. 251,650 00
\$1,590,100 Par. Cert. M'ty, 244,447 34 M'ty 1,933 00 00
Bills Receivable 250,000 00
Amounts due to Agents—Accrued Interest and other debts due the Company 93,375 47
Stock and other property, estimated value 3,912 00
Cash 149,311 73
\$1,590,721 97

DIRECTORS.
Samuel E. Stokes, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Henry Slogden, Jacob P. Jones, James B. McFarland, William C. Yere, Spencer McIlvaine, John B. Sempie, Pittsburg, A. B. Ryer, Pittsburg, D. T. Morgan, Pittsburg, H. Frank Robinson, THOMAS C. HAND, President.
HENRY L. DAVIS, Vice-President.
HENRY LYBURN, Secretary. 211 11m
BENNY BALL, Assistant Secretary. 211 11m

1829. CHARTER PERPETUAL. 1871.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESTNUT St.
Assets Jan. 1, '71, \$3,087,452 35
CAPITAL, \$2,000,000
ACCUMULATED SURPLUS AND PREMIUMS, 2,987,452 35
INCOME FOR 1871, \$1,200,000
LOSSES PAID IN 1870, \$175,837 00
Losses Paid Since 1829 Nearly \$6,000,000.

THE ASSOCIATION OF LIFE INSURANCE CO. NEW YORK.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-President and Sec'y.
EMORY MCCLINTOCK, Actuary.
JAMES M. LONGACRE, and DELAWARE, MANAGER FOR PENNSYLVANIA AND DELAWARE.
Office, 302 WALNUT St., Philadelphia.
H. C. WOOD, Jr., Medical Examiner.
525 m/wlm REV. S. POWERS, Special Agent.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1828—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss of damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., Thomas Smith, Isaac Haskins, Henry Lewis, Thomas Robins, J. Gillingham Fell, John Deveraux, Daniel Haddock, Franklin A. Coates, DANIEL SMITH, Jr., President.
WM. G. CHOWELL, Secretary. 230

IMPERIAL FIRE INSURANCE CO., LONDON. ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds, \$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
48 No. 107 & 109 Third Street, Philadelphia.
OHAR H. PREVOST, OHAR F. HERRING

MATS AND CAPS.
WABURTON'S IMPROVED VENTILATED MATS, BEST-FITTING BRUSH HATS (patented), in all the improved features of the most celebrated Street, next door to the Post Office, 191

SHIPPING.
FOR NEW YORK.
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON.
are now receiving freight at winter rates, commencing December 15. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.
INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.
For further particulars and rates apply at Company's office, Pier 33 East river, New York, or at JOHN P. O'LEARY, N. Y. Extra rates on small packages iron, metals, etc.
PIER 19 NORTH WHARVES.
NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN. Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.
Cabin, \$75 and \$60; Steerage, \$25. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (steerage) for \$10, \$15, and \$20, from London, Liverpool and Glasgow by this favorite route at the same low currency rates.
Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.
NOTE.—The magnificent Ocean Steamships of this line are among the best in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$2 in steerage cheaper than any other line.
For passage, and to bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to
WALLER & CO., Agents,
116 No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS OF THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to points South and West in connection with the South Carolina Railroad Company.
ALFRED L. TYLER, Vice-President, No. 111 N. 2d St.
PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA.
The "YAZOO" will sail for New Orleans, via Havana, on Tuesday, February 21, at 8 A. M.
The "YAZOO" will sail for New Orleans, via Havana, on Tuesday, February 21, at 8 A. M.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GULFPORT, INDIANOLA, ROCKFORD, LAVERGNE, and BLAZOS, and to points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA.
The "SAVANNAH" will sail for Savannah on Saturday, February 11, at 8 A. M.
The "WYOMING" will sail from Savannah on Saturday, February 11, at 8 A. M.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Mobile, Gulf, and West Indian, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.
SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The "PIONEER" will sail for Wilmington on Friday, February 10, at 6 A. M. Returning, will leave Wilmington on Friday, February 17, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of departure.
WILLIAM L. JAMES, General Agent, No. 120 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP COMPANY'S THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES.
Steamers leave FIRST SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street. RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE and taken at LOW RATES. No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM F. CLYDE & CO., No. 12 S. WHARVE, Agents at Philadelphia; W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 611

THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark, and America as safely, speedily, comfortably, and cheaply as by any other route of line.
"EXTRA" STEAMERS.
ANGLO-INDIA, AUSTRALIA, IOWA, BRITANNIA, IYAN, INDIA, IYAN, COLUMBIA, TYRAN, EUROPE, BRITANNIA.
From Pier 20 North River, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First Cabin, \$12; Second Cabin, \$8; Third Cabin, \$5.
Cabin excursion tickets (good for twelve months), securing best accommodations, \$10.
Intermediate rates, \$15 and \$20.
Certificates, at reduced rates, can be bought here for those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS, No. 7 BOWLING GREEN.
FOR NEW YORK, VIA DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
DESPATCH AND SWIFTSURE LINES, Leaving daily at 12 M and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark, and America as safely, speedily, comfortably, and cheaply as by any other route of line.
Goods forwarded to any point free of commission. Freight taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.

FOR NEW YORK
DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No. 119 WALL Street, New York. 841

NEW EXPRESS LINE TO ALBANY, DELAWARE, and WASHINGTON, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM F. CLYDE & CO., No. 12 S. WHARVE, Agents at Philadelphia; W. P. PORTER, Agent at Alexandria. 611

DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No. 119 WALL Street, New York. 841

DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No. 119 WALL Street, New York. 841

SHIPPING.
FOR LIVERPOOL AND QUEENSTOWN.
The "LONDON" will sail for Liverpool and Queenstown on Tuesday, February 11, at 10 A. M. City of Liverpool, via Halifax, Tuesday, Feb. 11, at 11 P. M. City of Paris, Saturday, Feb. 25, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from Pier No. 45 North River.
RATES OF PASSAGE.
By Mail Steamers sailing Saturday.
Payable in gold. Payable in currency.
First Cabin.....\$75 Steerage.....\$25
To London.....\$50 To Liverpool.....\$25
To Paris.....\$50 To Halifax.....\$15
Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to see their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; J. O. O'BONNELL & PAULK, Agents, No. 408 CHESTNUT Street, Philadelphia.
PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT LINE TO THE SOUTH.
INCREASED FACILITIES AND REDUCED RATES FOR 1871.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND TUESDAYS and THURSDAYS, and NORFOLK MONDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE and taken at LOW RATES. No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM F. CLYDE & CO., No. 12 S. WHARVE, Agents at Philadelphia; W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1111

FOR SAVANNAH, GA.
The "SAVANNAH" will sail for Savannah on Saturday, February 11, at 8 A. M.
The "WYOMING" will sail from Savannah on Saturday, February 11, at 8 A. M.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Mobile, Gulf, and West Indian, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.
SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The "PIONEER" will sail for Wilmington on Friday, February 10, at 6 A. M. Returning, will leave Wilmington on Friday, February 17, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of departure.
WILLIAM L. JAMES, General Agent, No. 120 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP COMPANY'S THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES.
Steamers leave FIRST SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street. RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE and taken at LOW RATES. No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM F. CLYDE & CO., No. 12 S. WHARVE, Agents at Philadelphia; W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 611

THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark, and America as safely, speedily, comfortably, and cheaply as by any other route of line.
"EXTRA" STEAMERS.
ANGLO-INDIA, AUSTRALIA, IOWA, BRITANNIA, IYAN, INDIA, IYAN, COLUMBIA, TYRAN, EUROPE, BRITANNIA.
From Pier 20 North River, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First Cabin, \$12; Second Cabin, \$8; Third Cabin, \$5.
Cabin excursion tickets (good for twelve months), securing best accommodations, \$10.
Intermediate rates, \$15 and \$20.
Certificates, at reduced rates, can be bought here for those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS, No. 7 BOWLING GREEN.
FOR NEW YORK, VIA DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
DESPATCH AND SWIFTSURE LINES, Leaving daily at 12 M and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark, and America as safely, speedily, comfortably, and cheaply as by any other route of line.
Goods forwarded to any point free of commission. Freight taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.

FOR NEW YORK
DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No. 119 WALL Street, New York. 841

NEW EXPRESS LINE TO ALBANY, DELAWARE, and WASHINGTON, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM F. CLYDE & CO., No. 12 S. WHARVE, Agents at Philadelphia; W. P. PORTER, Agent at Alexandria. 611

DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No. 119 WALL Street, New York. 841

DELAWARE AND CHESAPEAKE STEAMSHIP COMPANY.
The steam propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded to all the lines going out of New York, North, East, or West, free of commission. Freight received at low rates.
WILLIAM M. BAIRD & CO., Agents, No. 128 SOUTH DELAWARE AVENUE.
JAMES HAND, Agent, No.